

**2024**  
rates

applicable from  
1 April, 2024

AERONAUTICAL  
**CHARGES**  
**AND SERVICES**



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## your airport contacts

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CS 90103 - 31703 Blagnac Cedex



# 01

# general provisions

Airport public service charges are set in accordance with the decision of the Economic Advisory Board in application of decree n° 2005-827 dated July 20<sup>th</sup> 2005 and according to ART decision n°2005-827 dated January 17<sup>th</sup>, 2023 for the period from April 1, 2023 to March 31, 2024.

According to Article R. 224-1 of the Civil Aviation Code, "airport public services" refers to services provided to airlines and their service providers during the use of grounds, infrastructure, facilities, premises and airport equipment provided by the airport operator, insofar as this usage is directly required for aircraft or air transport service operation.

## 1.1 invoice payment

### Payability

Invoices must be paid within 30 days of the date they are issued.  
The submission of claims does not in any way suspend payment.

### Payment :

- by bank transfer to the following account:

bank code	sort code	account number	bank ID code
13135	00080	08126833889	89

### International Bank Account Number (IBAN)

FR76 1313 5000 8008 1268 3388 989

### Bank Identifier Code (BIC)

CEPAFRPP313

- by cheque:

To the order of

"société Aéroport Toulouse-Blagnac"

## 1.2 recovery

### Security for payment of invoices

In order to secure its claims, Aéroport Toulouse- Blagnac may call for the implementation of the following guarantees:

- a security deposit corresponding to at least the amount invoiced for at least 3 months of charges incl VAT,
- taking out a guarantee payable upon first demand with an approved bank, the amount of which shall be assessed by Aéroport Toulouse-Blagnac on the basis, in particular, of the volume of the customer's activity.

**In the event of late payment:**

The outstanding amounts due shall bear interest at three times the legal rate of interest and a fixed charge of €40 (applicable for professionals only), without any formal notice being necessary.

**In the event of non-payment:**

Aéroport Toulouse-Blagnac reserves the right to:

- call upon provided guarantees and call in provided deposits, on formal notice,
- demand the immediate payment of all invoiced services,
- to take legal action and, in particular, to request of the authority governing air traffic at the airport that the aircraft be detained until the disputed amounts have been deposited (Article L.6123-2 of the French Transport Code).

## 1.3 vat application

Except where otherwise indicated, the rates below are expressed net of tax.

VAT at the normal rate applies for all airport charges, in accordance with legislation in force, except for airlines that can provide proof of their exemption.

## 1.4 information to be submitted by airlines

### Documents relating to aircraft

the month before the aircraft arrives, the airline shall send a copy of the following documents to:

Société Aéroport Toulouse-Blagnac  
Support Escale - CS 90103  
31703 Blagnac Cedex  
Tél. +33 (0)5 61 42 44 67  
Email : a.support-escale@toulouse.aeroport.fr  
SITA : TLSAPXH

- the airworthiness certificate (AC),
- a partial copy of the flight manual, including:
  - the covers, giving the details of the aircraft model and the aircraft manufacturer's serial number, - the restrictions pages, with the detail of the maximum take-off weight (MTOW),
  - the pages featuring information on the engine technology and the associated noise measurements,
  - the aircraft noise certificate (ANC),
  - the acoustic group,
- the fleet list certified by the French General Directorate of Civil Aviation (DGAC) for French airlines, or the competent authority for foreign airlines,
- the Air Operator Certificate (AOC), with the relevant fleet in order to determine the movement type for commercial flights,
- the Intra-Community VAT number, for airlines based in the European Union.
- proof of VAT exemption.

### Landing charge calculation parameters

In general, to ensure that the registration file is constantly kept up to date, the airline will notify the station support services of any change in the composition or characteristics of the fleet before flight operation.

Updates will be taken into account on the date of receipt of the documents and will be applicable for the period which has not been invoiced, and will not retroactively affect previous invoices.

In the absence of this information for an unknown registration, the landing charge will be calculated as follows:

- maximum take-off weight of the heaviest aircraft type according to previous information available from Aéroport Toulouse-Blagnac's files;
- acoustic group of the noisiest aircraft type according to previous information available from Aéroport Toulouse-Blagnac's files.

### Communication of data on aircraft movement

Regardless of the nature of its traffic, the airline or a representative (this may be the handling agent) shall communicate the breakdown of the load in terms of passengers, freight and post per stopover, via SITA, (TLSCHXH).

The communication of load information via the SITA network guarantees reliable charging of fees.

**Miscellaneous**

The airline shall provide all information which may have an impact on invoicing, in particular:

- change of invoicing address
- change of IATA or ICAO code
- change of agent
- change of aircraft owner or operator.

## 02

# airport public service charges

## 2.1 landing charge

The landing charge corresponds to the use of the airport infrastructure and equipment required for landing, take-off and movement on the ground, and the use of ground lighting services, by aircraft weighing over 6 metric tonnes.

It is calculated according to the maximum authorised take-off weight, indicated on the aircraft's airworthiness certificate, rounded up to the nearest metric tonne.

MTOW in metric tonnes	rates
7 t to 12 t	$€50.35 + €0.55 \times (t - 6)$
13 t to 25 t	$€53.67 + €2.99 \times (t - 12)$
26 t to 75 t	$€92.74 + €5.65 \times (t - 25)$
76 t and over	$€375.38 + €7.25 \times (t - 75)$

Aircraft weighing less than 6 metric tonnes are subject to a fixed charge covering the landing, parking and passenger charges (see section 2.7.1).

### Adjustment factor

The French decree dated 26 February 2009 states that the landing charge is to be adjusted according to the time of day and the acoustic group of the aircraft.

The adjustment factor applied by Aéroport Toulouse- Blagnac is set according to two daily time periods. The adjustment factors by acoustic group are as follows:

acoustic group	daytime 6am-6pm	daytime 6pm-10pm	daytime 10pm-6am
1	1.40	1.40	2.10
2	1.15	1.15	1.73
3	1.00	1.00	1.50
4	0.85	0.85	1.28
5	0.75	0.75	1.13
6	0.65	0.65	0.98

The reference time is local time.

### Exemptions

- Aircraft specially assigned to transporting individuals exercising functions featured on the list drawn up by order of the Minister responsible for Civil Aviation;
- State aircraft carrying out technical missions under the orders of the Minister responsible for Civil Aviation;
- Aircraft that are forced to return to the airport due to technical incidents or unfavourable atmospheric conditions.

## 2.2 passenger charge

The passenger charge applies for the use of facilities for the reception of passengers and the public. The following rates do not include assistance for people with reduced mobility (APRM) which is covered by a specific charge (see section 2.6).

destinations	rates
Schengen Area	€5.64 / departing passenger
other European countries*/French overseas	€7.05 / departing passenger
other destinations	€10.94 / departing passenger

- \* Non-Schengen EU and other non-Schengen European countries as per the EU classification
- Non-Schengen EU: Ireland, Romania, Bulgaria, Cyprus
  - Other non-Schengen European countries as per the EU classification: Andorra, Armenia, Azerbaijan, Belarus, Georgia, Liechtenstein, Moldova, Monaco, Russia, San Marino, Ukraine, United Kingdom.

### Exemptions

- Crew members;
- Passengers in direct transit (arrival and departure on the same aircraft and with one flight number);
- Passengers from an aircraft making a forced return to the airport due to technical incidents or unfavourable atmospheric conditions;
- Children under 2 years of age.

## 2.3 baggage item charge

The charge per baggage item remunerates the provision of facilities for baggage handling system and tracing checked baggage on departure and for delivering baggage on arrival.

service	rate
baggage handling system	€2.23 per checked baggage

## 2.4 parking charge

The parking charge applies for the use of infrastructure and parking equipment by any aircraft weighing over 6 metric tonnes.

### Calculation of the parking rates takes into account:

- the duration and the aircraft's maximum authorised take-off weight,
- use of an airbridge,
- electrical power supply (400 Hz).

apron areas	day time (/t/h)	night time (/t/h)	allowance **
apron areas adjacent to the terminal with the use of boarding bridges	€0.847	€0.440	00:45
apron areas with embarkation and disembarkation on foot without the use of boarding bridges (WIWO)	€0.590	€0.308	00:45
remote stand	€0.287	€0.150	01:00

services	rates	conditions
400 Hz flat rate	€17.02 / equipped apron	<ul style="list-style-type: none"> <li>• flat rate for areas providing 400 Hz power supply only.</li> <li>• flat rate doubled for aircraft weighing 140 metric tonnes and over.</li> </ul>

\*\* Allowance corresponds to lead times between landing and take off when an aircraft can park without paying any parking charge. Once allowance is reached, every extra minute must be payed.

## 2.5 fuel charge

The rate for the fuel charge is as follows:

	rates
fuel	€1.06 / kilolitre

## 2.6 charge for the assistance of people with reduced mobility (APRM)

The APRM charge finances assistance for people with reduced mobility. It is based on the total number of departing passengers, with the exemptions mentioned for the passenger charge (see 2.2).

	<b>rates</b>
Airline with a pre-notification rate, 36 hours prior to departure or arrival, greater than 65% for the Sept 2022 – August 2023 period	€0.65 / departing passenger
Airline with a pre-notification rate, 36 hours prior to departure or arrival, less than or equal to 65% for the Sept 2022 – August 2023 period	€0.83 / departing passenger

## 2.7 ancillary charges

### 2.7.1 - FLAT RATE FOR AIRCRAFT UNDER 6 METRIC TONNES

The flat rate for aircraft weighing under 6 metric tonnes covers landing, parking and passenger charges.

<b>MTOW in metric tonnes</b>	<b>flat rate 1<sup>st</sup> day</b>	<b>additional day</b>
up to 1.5 t	€31.80 excl. tax	€1.63 excl. tax
1.6 to 2.5 t	€41.13 excl. tax	€3.20 excl. tax
2.6 to 6 t	€55.29 excl. tax	€5.49 excl. tax

Helicopters benefit from a 50% reduction.

## 2.7.2 - OTHER ANCILLARY CHARGES

The fee for airplanes that weigh less than 6 tonnes includes landing and parking charges, as well as charges per passenger and charges per baggage items

<b>services</b>	<b>rates</b>
air handling equipment areas	€6.48 per m <sup>2</sup> per year
<b>electrical loading equipment</b>	
luggage handling trucks	€601 / year / unit
push trucks	€3,011 / year / unit
baggage reclaim belts	€3,011 / year / unit
fuel distribution for runway vehicles	Purchase price for a litre of non-transport fuel increased by 20%
<b>restricted zone access passes</b>	
safety training	€35 / person
permanent airport identity card (red, orange and yellow badges)	€62 / badge
permanent vehicle pass (permanent LPV)	€40 / LPV
escorted airport identity card (green badge)	€5 / day
temporary vehicle pass (temporary LPV)	€5 / day
temporary airport identity card (rainbow badge)	€5 / badge

NB: The loss or the deterioration of one of these titles of circulation will be charged at the purchase price mentioned above

## 3.1 adjustment of charges for the launch of new routes

### 3.1.1 - DEFINITION OF THE ADJUSTMENT

The adjustment of charges for the launch of a new route is applied for the creation of a direct regular flight from Toulouse-Blagnac Airport to an unserved airport for the IATA season of route launching.

The rate reduction on passenger charge, baggage charge and landing charge is progressively decreased over a period of three years:

year	route < 3,000 km	route ≥ 3 000 km
first year	70 %	75 %
second year	50 %	50 %
third year	30 %	25 %

### 3.1.2 - CONDITIONS FOR APPLICATION OF THE ADJUSTMENT

- The modulation shall be applied to the charge per passenger, the charge per baggage item and the landing charge for a new route whose flight schedule represents a period of three consecutive months:
  - at least 2 weekly flights for destinations in Schengen Europe and other European countries,
  - at least 1 weekly flight for other destinations.
- For the reopening of a route after suspension due to the Covid-19 epidemic, the airline shall not benefit from the modulation for the opening of a new route; as an exception, for any new route opened before the Covid-19 crisis, the airline shall continue to benefit from modulation for the opening of a new route after neutralisation of the period of suspension of the route.
- In the event of the resumption of service on an unserved route, the new airline shall benefit from modulation provided that it has no capital or commercial links with the route's previous operator. After two years with no service, excluding suspension due to the Covid-19 epidemic, modulation also applies to a company with links to the previous operator.
- If a carrier opens a service on a route that has been in existence for less than three years and which benefits from charge modulation, the carrier shall be entitled to the same discount as the existing operator, provided that its flight schedule meets the conditions for applying the measure.
- In the event of a seasonal closure, the decreasing incentive process continues when flights resume, as if they had never been suspended. The period of closure is included in the reduction period.
- Flights scheduled in the middle of the night (00:00 to 6:00 local time) do not benefit from modulation.

## 3.2 modulation of charges with traffic resumption

### 3.2.1 - DEFINITION OF THE ADJUSTMENT

A progressive discount on the charge per passenger is granted to airlines that have a passenger traffic growth in comparison with the year Y-1, per destination group and IATA season, above certain thresholds.

For the Y charge period, the passenger traffic growth rate for each destination group is the ratio between passenger traffic for IATA season summer Y and passenger traffic for IATA season summer Y-1 and the ratio between passenger traffic for IATA season winter Y/Y+1 and passenger traffic for IATA season winter Y-1/Y.

#### Discount on IATA summer season 2024

SCHENGEN AREA

traffic growth Y vs Y-1	€/departure passenger
< 7%	-
≥ 7 % < 9 %	€2.00
≥ 9 % < 11 %	€4.00

OTHER DESTINATIONS

traffic growth Y vs Y-1	€/departure passenger
< 7%	-
≥ 7 % < 9 %	€3.00
≥ 9 % < 11 %	€5.00

#### Discount on IATA winter season 2024-2025

SCHENGEN AREA

traffic growth Y vs Y-1	€/departure passenger
< 11 %	-
≥ 11 % < 14 %	€2.00
≥ 14 % < 17 %	€4.00

OTHER DESTINATIONS

traffic growth Y vs Y-1	€/departure passenger
< 33 %	-
≥ 33 % < 41 %	€3.00
≥ 41 % < 49 %	€5.00

### **3.2.2 - CONDITIONS FOR APPLICATION OF THE ADJUSTMENT**

This modulation only concerns regular, scheduled passenger traffic.

Traffic that will benefit from modulation for the opening of a new route falls outside the scope on this modulation.

Flights scheduled in the middle of the night (00:00 to 6:00 local time) do not benefit from modulation.

This modulation will be treated through credit notes by the end of each IATA season.

# 04

## ground-handling service

### airside bus

The service charges are defined by aircraft movement related to the use of apron buses and according to the maximum take-off weight of the aircraft, according to the following structure:

<b>in tonnes</b>	<b>schedules</b>	<b>rates</b>
7 t to 25 t	5 am - midnigh	€65.39
	midnight - 5 am	€130.79
26 t and over	5 am - midnigh	€65.39 + €2.61 (t-25)
	midnight - 5 am	€130.79 + €5.24 (t-25)

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